

The Ground at Rhoda.
John Robt. by J. W. H. First Street 1867.

A VOYAGE

11

OF

THE MEDITERRANEAN

IN HIS MAJESTY'S SHIP THE SWIFTSURE,

ONE OF THE SQUADRON UNDER THE COMMAND OF

REAR-ADMIRAL SIR HORATIO NELSON, K. B.

NOW VISCOUNT AND BARRON NELSON OF THE NILE,
AND DUKE OF BRONTE, IN SICILY.

WITH A

DESCRIPTION OF THE BATTLE OF THE NILE

ON THE FIRST OF AUGUST 1798,

AND A

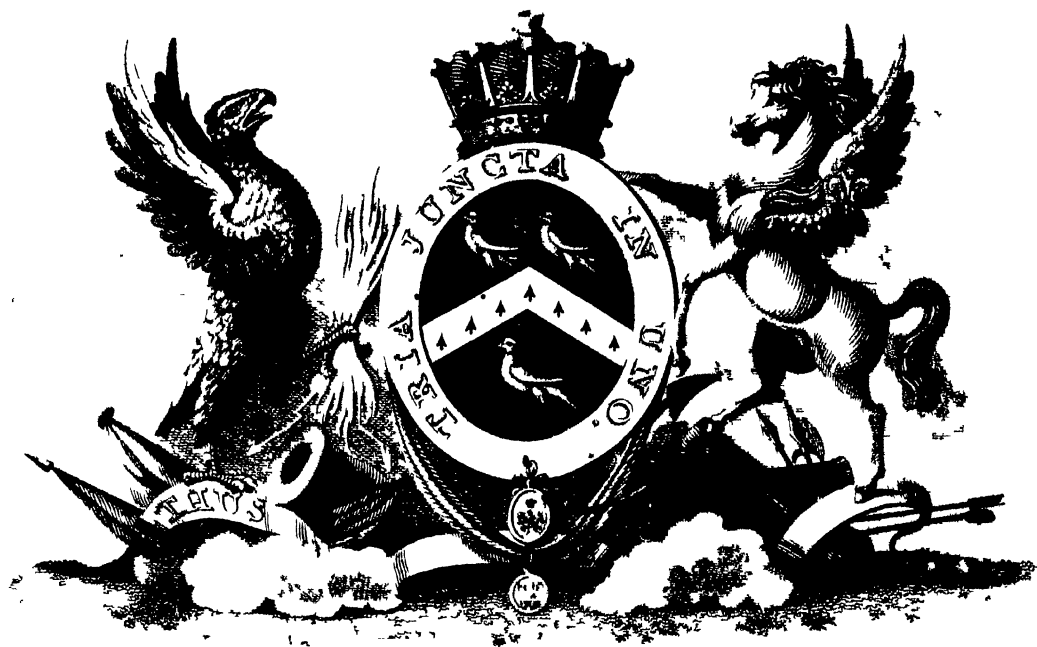
DETAIL OF EVENTS THAT OCCURRED SUBSEQUENT TO THE BATTLE
IN VARIOUS PARTS OF THE MEDITERRANEAN

By the Rev. COOPER WILLIAMS, A. M.

LATE OF EMMANUEL COLLEGE, CAMBRIDGE;
VICAR OF EXNING, SUFFOLK; CHAPLAIN OF HIS MAJESTY'S SHIP THE SWIFTSURE;
AND
DOMESTIC CHAPLAIN TO THE EARL OF ST. VINCENT.

PRINTED BY J. WHITE, HORACE'S HEAD, FLEET STREET.
FOR J. WHITE, HORACE'S HEAD, FLEET STREET.

1800.



(TO)
The Right Honourable
John Earl of Saint Vincent,
VISCOUNT SAINT VINCENT and BARON JERVIS
(of) Hereford, in the County of Hereford
 (Knight of the Most Hon^{ble} Order of the Bath,
First Lord Commissioner of the Admiralty,
ADMIRAL OF THE WHITE SQUADRON
of His Majesty's Fleet,
and Lieutenant General of Marines.)

This Work

Is with the greatest respect, Dedicated & Inscribed

BY HIS LORDSHIP'S

Most Obedt^t & Grateful H^{ble} Servant,

(COOPER WILLYAMS.)

*CURTIS Sculp^r
 56, Drury Lane*

P R E F A C E.

THE candid and favourable reception which an indulgent public gave to the author's "Account of the Campaign in the West Indies in 1794," has inspired him with courage to lay before them a narrative of some important subsequent events of the war in a very different part of the world, which his active destiny has afforded him an opportunity of recording as an eyewitness. In this work, as well as in the former, it is on the result of peculiar and accidental opportunity that he relies for his passport. He is conscious his habits and pursuits have little qualified him for the claims of literary merit.

Placed as he was in the midst of a battle as splendid and extraordinary as the page of history has ever recorded, an attendant of the chase which preceded it, and of many interesting occurrences and scenes which the shores of the Mediterranean exhibited for nearly two years after its termination, he daily minuted

with his pen and pencil the observations and images which obtruded themselves upon him. The authenticity of such memorials, and the views of places and people, which the present as well as the past has rendered subjects of such warm curiosity and interest, may, as his friends flatter him, give a value to his simple diary, and the sketches, even if unskilful, of a self-taught artist. All know how soon the numberless minutiae now vivid in the memories of the actors would yield to the pressure of more recent occupations, and fade away without a record: but these pages will furnish remembrances of their activity and glory, on which they may look back with pleasure; and where their posterity may hereafter be proud to point out their names.

After what has been said, it will not be expected that the accounts of places here described should be loaded with the endless learning connected with them, on which many would find no difficulty to pour out the contents of libraries, and extend the work to bulky volumes. There seem indeed neither bounds nor use in such repetitions. But if there were, it was not the present author's purpose to expatiate beyond the occurrences which fell within his own experience; for the

scanty aid which the very few books of a naval life supplied, would alone have precluded him from the attempt. Yet he has since endeavoured occasionally to vary and enliven his narrative by a few references to ancient events: this liberty, however, has been very sparingly exercised.

Too many books of travels and voyages are ornamented by fictitious views, as well as embellished relations. The reader may be assured that the drawings from which the plates of this volume were copied are genuine, and that they were taken on the spot by the same hand, and at the same time, which wrote the journal. This agreement of time and place will, he trusts, ensure the accuracy and peculiarity of his work.^a

^a The reader, who is curious, may find in Sandys's Travels, which, though their language is rather obsolete, have not lost their reputation, at least as much of the ancient history of the places described in this volume, as he may wish to know. These travels have been a copious source of pillage to his successors, through whose attenuated pages his profound and comprehensive information has been superficially spread. They were first published in 1615 under the title of "A Relation of a Journey begun A. D. 1610. Four Books containing a description of the Turkish Empire, of Egypt, of the Holy Land, of the remote parts of Italy, and Islands adjoining." George Sandys, a younger son of Edwin archbishop of York, died 1643. The author hopes he may be excused for this humble tribute to the memory of a traveller, a poet, and an amiable man, from whose brother he confesses to feel some gratification in tracing his descent.

In tracing the actions here recorded, of which neither the glory nor the beneficial effects can be questioned, some pangs of regret must undoubtedly arise at the waste, not only of treasure, but of human lives. Yet what is there enviable in an obscure and selfish existence here, compared with an honourable and patriotic death?

If ever the beautiful sentiment of Horace, the

“ Dulce et decorum est pro patria mori,”

if ever those pathetic lines of a poet of our own country,

“ How sleep the brave, who sink to rest,
By all their country’s wishes bless’d;”^b

were applicable, they are well applied to those who fell so nobly in the tremendous contest. “ The calculation of profit in all such wars,” says Burke with inimitable elevation, “ is false. The blood of man should never be shed but to redeem the blood of man. It is well shed for our family, for our friends, for our God, for our country, for our kind. The rest is vanity; the rest is crime.”

After such passages as these, it becomes the present

^b Collins.

author to drop the pen. It may however be necessary to say a few words regarding some prints of the battle of the Nile which have been already published, and to state the reason of his omitting to give drawings of the most eventful part of his description, the naval action. But he was aware that a seaman only, or one at least who had made marine drawings his study, could ably pourtray that grand machine which so eminently places this nation, both in war and commerce, above all the powers of the globe.

He thinks it needless to say more, than that several who are so gifted, having published drawings of that event, it became unnecessary for him to do it. The three large engravings of different periods of the action are most ably pourtrayed by Captain Weir, who commanded the marines on board the *Audacious*; and who with an accurate knowledge of the subject, was himself stationed where he could form the best judgment of it; and who is also well qualified as a draughtsman for the task. These plates certainly stand pre-eminent both for correctness and picturesque effect. Four smaller engravings, with an explanation of them, were published by G. Riley soon after the news of the victory reached England.

The first of Captain Weir's plates, representing the French fleet at anchor in the bay of Aboukir, and the British fleet bearing down to engage them, strikes the author of this work as giving the best idea possible of that event; and he is the better enabled to judge of the merits of this plate, as the *Swiftsure* with the *Alexander* were the two last ships that entered the bay, which gave those on board them an opportunity of viewing and accurately observing the first part of this awful scene.

The plan of the action given in this work is copied from what Captain R. W. Miller of the *Theseus* made on the following morning; and as all who knew that excellent officer are well acquainted with his abilities and judgment, it may be relied on as correct in every respect. The size of the plate would not allow room to place the castle of Aboukir at the proper distance from the island. It is therefore introduced merely to shew its relative bearing from the island. The time of the occurrences during the action he can also state to be equally well founded, for they were corrected from the minutes made by Mr. Gamble, purser of the *Swiftsure*, who was employed in the honourable post of signal-officer during the combat, and marked down the events

as they occurred. To that gentleman he is also indebted for the communication of several circumstances that otherwise he could not have related with accuracy.

At length, then, the author commits himself with diffidence and anxiety to a discerning though indulgent public: yet whatever be their decision, he will submit without a murmur. In the retirement of a domestic life he will at least look back with pleasure on the busy, varied, and important scenes "in" distant parts of the globe to which he has been a witness, and he will always feel gratified by the reflection of having been even an humble memorialist of a splendour and heroism so glorious to his country and his friends.

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CHAPTER I.

“ Through various hazards and events we move.”

DRYDEN, *ÆN.* b. i.

SECRECY and dispatch the best means of insuring success in war. Rear-Admiral Sir Horatio Nelson, K. B. appointed to command the squadron destined to defeat the projects of General Bonapartè in the Mediterranean. He arrives in the Vanguard off Cadiz. Having received further instructions from the Earl of St. Vincent, he proceeds to Gibraltar; from thence he sails with the Orion and Alexander for Toulon, to watch the motions of the enemy. The Earl of St. Vincent dispatches a strong reinforcement from his fleet, on the arrival of Sir Roger Curtis. The Earl's liberal conduct on this occasion. The squadron under command of Commodore Troubridge pass the Straits of Gibraltar, and form a junction with Rear-Admiral Nelson off Toulon. Account of the accident that had befallen the Vanguard in a gale of wind. The Admiral sails in pursuit of the French fleet, and enters the Bay of Naples p. 1

CHAPTER II.

“ Far on the right, her dogs foul Scylla hides:
Charybdis roaring on the left presides;
And in her greedy whirlpool sucks the tides:
Then spouts them from below; with fury driven
The waves mount up, and wash the face of heaven.”

DRYDEN'S TRANS. *ÆN.* b. iii.

Scylla described. Poetical description of an earthquake by Cowper. The British fleet passes the Straits of Messina. Picturesque appearance

of the shores on each side. Charybdis and Mount Ætna described. Intelligence gained that the French having captured Malta, through the treachery of some of the Knights and Grand Master, had sailed from thence to the eastward. The British fleet arrives off Alexandria. The Admiral dispatches Captain Hardy, in the *Matine* brig, to the governor, and receives no account of the French fleet; his disappointment thereon. He shapes his course back towards Sicily, and makes the Bay of Syracuse, which he enters with his fleet p. 11

CHAPTER III.

“ Right o’er against Plemmyrium’s wat’ry strand
 There lies an isle, once call’d th’ Ortygian land:
 Alpheus, as old fame reports, has found
 From Greece a secret passage under ground:
 By love to beauteous Arethusa led,
 And mingling here, they roll in the same sacred bed.”

DRYDEN’S *TRANS.* ÆN. b. iii.

Description of the Bay of Syracuse. Watering party meets with difficulty. Captain Troubridge obtains a supply of fresh provisions for the fleet. Description of the landing place, and of the city of Syracuse; of the temple of Minerva; and of the fountain of Arethusa. The *Latomæ*, or caverns near the city. Dionysius’ ear. Roman theatre. Further description of Syracuse. The piazza, and convents. Mode of raising water. Church of St. John near the city, with the catacombs. The monastery of the capuchins, and the subterranean gardens described; the curious cemetery under the convent p. 23

CHAPTER IV.

“ Thrice happy they beneath their northern skies,
 Who that worst fear, the fear of death despise;
 Hence they no cares for this frail being feel,
 But rush undaunted on the pointed steel,
 • Provoke approaching fate, and bravely scorn
 To spare that life which must so soon return.”

LUCAN Trans. by ROWE, b. i.

Admiral Nelson uneasy at gaining no account of the enemy, at length determines to revisit the shores of Egypt. Account of the hostile fleets having crossed each other in the night of the 22d of June. The fleet sails from the Bay of Syracuse on the 24th of July and proceeds along the coast of the Morea. The Culloden enters the port of Coron, and receives intelligence of the motions of the enemy; captures a French wine-vessel. The fleet passes the island of Candia. The captains of the fleet repair on board the Vanguard to receive instructions from the admiral. The Alexander and Swiftsure ordered a-head to reconnoitre, and on the 1st of August arrive off Alexandria, and perceive the French colours flying there: disappointment at perceiving no signs of the French fleet; prepare to attack some French galleys anchored off the harbour's mouth; are recalled by the admiral. Signal to prepare for battle. The French fleet descried at anchor in the Bay of Aboukir. The admiral makes the signal to prepare to anchor, &c. The Culloden strikes on a reef of rocks. No accurate chart of the bay in the fleet. The admiral determines to attack the enemy without delay. The fleet bear down to engage the French fleet at anchor. The Goliath leads into action. The rest of the fleet follow. Description of the action p. 39

CHAPTER V.

“How to the sea his tribute Nilus pays
 By his seven mouths, renown'd in stories old,
 And by an hundred more ignoble ways:
 They pass'd the town built by the Grecian bold.
 Of him call'd Alexandria till our days:
 And Pharos tower and isle removed of yore
 Far from the land, now joined to the shore.”

FAIRFAX'S Trans. of TASSO, b. xv.

Reflections arising from the various circumstances of the pursuit and conquest of the French fleet. The impiety of the French. Bonapartè's scheme of attacking the British possessions in the East Indies thwarted by the victory of the Nile. Pious order of the admiral to the fleet in consequence of the victory. The admiral thanks the officers and seamen of the fleet for their good conduct in the action. The fleet had been trained under the Earl of St. Vincent, whose excellent management and discipline had prepared it for the severest service. The *Leander* sails from the bay; in her Captain Berry carries the dispatches containing an account of the victory obtained off the Nile. The *Leander* is captured by the *Genereux*. Captain Thompson's gallant conduct, and his honourable acquittal by a court-martial. The fleet prepares to sail from the Bay of Aboukir with the prizes. Captains Troubridge and Hallowell sent with a flag of truce to Aboukir. The French prisoners landed under an engagement not to serve again till regularly exchanged; but are instantly formed into a regiment called the Nautic battalion. The island taken possession of, and the batteries destroyed. A courier with dispatches from Bonapartè taken. The *Swiftsure* captures *La Fortune* corvettè; anecdote of a French surgeon. The *Swiftsure* ordered to chase three sail, which prove to be the *Emerald* and *Alcmene* frigates, and *La Bonne Citoyen* sloop of war. The Honourable Captain Capel, bearing duplicates of the dispatches before given to Captain Berry, sails in the *Mutine* for Naples. Contents of the admiral's official letter concerning the action. Return of the killed and wounded in the British fleet.

Lieutenant Duval sent with an account of the action to the government in the East Indies. Poussielgue's account of the action. Part of the fleet under command of Sir James Saumarez sails from the bay with several of the prizes. Some of the captured French ships burned. Statement of the inequality of the two fleets. The Swiftsure sails on a cruize off Alexandria. The Seahorse frigate joins. Account of an action which had taken place between the Seahorse and Sensible. Admiral Nelson burns the ships that endeavour to escape from Alexandria. The Zealous joins from Aboukir. Admiral Nelson sails for Naples. The Torride captured by the boats of the Goliath. The Alceme takes *La Legere*; intrepid conduct of two seamen who recovered the dispatches from the waves. The Lion, with a Portuguese squadron, arrives. The latter return to Gibraltar. The Goliath sails for Naples. A French cutter attempting to enter the harbour of Alexandria is driven on shore by the Emerald and Swiftsure. General Carmin and others murdered by the Bedouins. The enemy erecting batteries near the tower of Marabou are fired on by the Swiftsure and Emerald. A boat with French officers and others, endeavouring to escape from Alexandria, captured and sent back. A young Russian baron detained p. 61

CHAPTER VI.

" 'Tis pleasant when the seas are rough to stand,
 And view another's danger, safe at land;
 Not 'cause he's troubled, but 'tis sweet to see
 Those cares and fears from which ourselves are free."

CREECH'S TRANS. of LUCRET. b. ii.

Captain Hallowell employs his ship's company in weighing up anchors and procuring iron and timber from the wrecks in Aboukir Bay. Hadji Hassan, an Arab, comes off to the ship. The island of Aboukir described. The Swiftsure ordered to Rhodes for a supply of provisions,

is driven by a gale of wind into the Gulf of Symea and nearly lost. The city of Rhodes described, and occurrences there. Hassan Bey, governor of Rhodes. Ancient history of Rhodes. A Turkish dinner described. The Swiftsure sails from Rhodes and rejoins the fleet off Alexandria p. 99

CHAPTER VII.

“ How Egypt mad with superstition grown,
Makes gods of monsters, but too well is known;
One sect devotion to Nile’s serpent pays,
Others to ibis, which on serpents preys.”

DRYDEN’S Trans. of JUVENAL, b. v.

Vessels endeavouring to escape from Alexandria are burned. The cause of this. Hadji Hassan returns on board with an Arab who undertakes to convey a message from the British commander to Mourad Bey. Russian and Turkish men of war and gun-boats arrive. A messenger from the Grand Signior arrives with the pelice and aigrette for Admiral Nelson. Captain Hallowell anchors in Aboukir Bay with the Turkish gun-boats, and employs them in annoying the French. Some Arabs come off from Rosetta. Hadji Hassan dismissed from the Swiftsure for giving false intelligence. Information received of an action between the Mameluks and French, in which the former were successful. Egyptian chiefs come off with favourable intelligence. The Turkish ship Haptap in danger from a squall of wind. Massoud Abdulla arrives with letters from Mourad Bey. The Torride gun-brig goes to the Nile for water. The author sails in her. Manner of procuring the water. A supper on board a Turkish frigate. Turkish gun-boats carreened. Docks and wells dug. Ancient Egyptian relics found. A Mameluk arrives from Mourad Bey. Hassan Bey sails from Aboukir with the Turkish gun-boats. The officers and ship’s company of the Swiftsure put to a short allowance of provisions. The Swiftsure sails from the bay, and is relieved by the Seahorse frigate p. 119

CHAPTER VIII.

“ Fast by the breezy shore the city stands,
 Amid unbounded plains of barren sands;
 Which high in air the furious whirlwinds sweep,
 Like mountain billows of the stormy deep,
 That scarce th’ affrighted traveller, spent with toil,
 Escapes the tempest of th’ unstable soil.”

HOOLE’S Trans. of TASSO, b. xvii.

The Swiftsure joins the squadron off Marabou. Account of an illumination at Alexandria. Description of the pharos, and of the situation of Alexandria. Heavy gales common at this season. Impolicy of the Turks. The Fortune joins from Acre. The French send flags of truce to the British squadron. Conversation with the French officers on the subject of fire-balls, and an experiment tried with them. Conjecture as to the cause of the fire on board l’Orient. Anecdotes of the French in Egypt. Of the military ardour and discipline of the Mamaluks. The Swiftsure sails to the Bay of Acre. A description of Caiffé. The author ascends Mount Carmel. Description of the surrounding country. Wild boars and Syrian goats described. Monastery of Carmelite monks. Turkish women. Presents of rice from Dgezzar Pacha; his character. A short account of Acre. The author intends to visit Jerusalem; the cause that prevented him. A visit to the monastery on Mount Carmel. The Swiftsure departs from Syria and rejoins the squadron off Alexandria. Commodore Troubridge arrives with a squadron from Sicily. Gallant conduct of the Lion p. 141

CHAPTER IX.

Or oak, or brass with triple fold,
That hardy mortal's daring breast enroll'd;
Who first, to the wild ocean's rage,
Launch'd the frail bark."

FRANCIS'S Trans. HOR. b. i. ode 3.

Names of the ships, &c. that arrived off Alexandria under Commodore Trounbridge. Alexandria bombarded; several vessels come out from thence; among them a Turkish man of war. Mr. Beauchamp discovered on board, and brought as a prisoner to the Swiftsure, which sails from the coast of Egypt with the Turkish man of war. They arrive at Limesol in the island of Cyprus. A heavy gale of wind. The Turkish man of war in danger. The Swiftsure driven from her anchorage. Description of Limesol, and it's environs. The Swiftsure sails from thence, and meets the Tigre commanded by Sir Sidney Smith. Arrives at Rhodes. Occurrences there. Mr. Beauchamp left with Hassan Bey. The Swiftsure sails from Rhodes, and encounters a gale of wind near Candia. Arrives in the Bay of Syracuse. The Culloden and other ships arrive, and soon after sail for Palermo. The Swiftsure departs from Syracuse; is in great danger on the coast near Catania. Passes the Straits of Messina; and enters the Bay of Palermo. Description of that bay, and of the city. The author accompanies Lord Nelson and other officers to a monastery of capuchins near the city. Description of a cemetery. A ball on board the Swiftsure. Further description of Palermo. Account of the capture of Naples by the French p. 163

CHAPTER X.

The great Misenus, of celestial kind,
 Sprung from the mighty monarch of the wind;
 Whose trumpet, with noble clangors fired from far,
 Th' embattled host, and blew the flames of war,—

 The pious hero rais'd a lofty tomb;
 The towering top his well known ensigns bore,
 His arms, his once loud trumpet, and tapering oar
 Beneath the mountain rose the mighty frame,
 That bears from age to age Misenus' name."

WARTON'S TRANS. ÆN. b.

A British squadron, commanded by Commodore Troubridge, sails from Palermo to the Bay of Naples, and anchors near Point Miseno. The islands of Procida and Ischia surrender. The inhabitants of those islands in great distress for want of corn. The *Swiftsure* sails on a cruise in the bay. The *Seahorse* burns some vessels near Sorrento. Corn arrives at Ischia and Procida, from Palermo, in small quantities. Cardinal Ruffo collects an army in Calabria, and marches for Naples. Violent proceedings of the French General Macdonald. The author accompanies Mr. Rushout to Ischia; description of the castle, town, and surrounding country. The *Swiftsure* and the *Minotaur* sail with troops to Castel-a-mare, which is taken possession of, but the French retake it. Account of a similar attempt by the *Zealous* on Salerno. Short account of the island of Capri. The author returns to Ischia, and takes up his residence at the palace of the Duke of Aqua Viva. Description of the palace. The view from it. Captain Hallowell sends a present of wine, &c; the boat on its return to the fleet is overset, and the coxswain drowned. Manner of taking quails in Ischia, also the tunny fishery described. Volcanic nature of the island of Ischia exemplified p. 181

CHAPTER X

“ But fortune, ever changing dame,
 Indulges her malicious joy,
 Constant she plays her haughty game,
 Proud of her office to destroy.”

FRANCIS'S Trans. HOR. b. iii. ode 29.

The squadron returns to Palermo. An account arrives of the French fleet having entered the Mediterranean. Lord Nelson embarks on board the Vanguard, and the fleet cruizes near the island of Maretimo; returns to the Bay of Palermo. Extraordinary conduct of the court of Naples towards a gentleman in the suite of Mr. Wyndham, the British ambassador at Florence. An account arrives of Sir Sidney Smith's gallant conduct at Acre. The death of Captain Miller of the Theseus; his character. Description of the environs of Palermo, Monte Reale, and the benedictine convent of St. Martino. An entertainment given by the King of the two Sicilies in honour of the birthday of his Majesty the King of Great Britain. Description of an ancient Moorish castle near Palermo. Oxen. Rear-Admiral Duckworth arrives from Lord Keith's fleet. Troops embarked on board Lord Nelson's fleet for Naples, but relanded in consequence of news brought by the Bellerophon and Powerful. Intelligence received that Cardinal Ruffo had invested Naples with his Calabrian army. The fleet under Lord Nelson sails for Naples. The Neapolitan insurgents capitulate to the Cardinal, but are brought into the fleet. The marines of the fleet landed. Commodore Troubridge invests the castle of St. Elmo. Occurrences during the siege and capture of that place. Capua besieged and taken. Captain Hood commands at Naples. Atrocious acts of the lazaroni and royalists at Naples. The King of the two Sicilies arrives. Admiral Carraccioli executed. The town of Pompei and Mount Vesuvius described. Lord Nelson sails from the Bay of Naples. The Swiftsure departs from thence p. 195

CHAPTER XII.

“ Vallombrosa

That to an ancient abbey gave the name,
Wealthy and fair, in hallowed rituals bless'd,
And courteous to receive the stranger guest.”

HOOLE'S, Trans. of ARIOSTO, b. xxii.

“ Thick as autumnal leaves that strow the brooks
In Vallombrosa, where th' Etrurian shades
High over-arch'd embow'r;”

MILTON'S *Paradise Lost*, b. ii.

Lord Nelson dispatches the *Swiftsure* to Civita Vecchia. The *Sea-horse* frigate is driven on the rocks near Leghorn. The *Swiftsure* proceeds thither to her assistance; from thence to Civita Vecchia. Occurrences there. The author lands at Leghorn, and proceeds to Pisa. Description of that place, and of the baths of Pisa. From thence to Lucca, and Florence. Description of those places. Vallombrosa. Journey across the Appenines to Bologna; from thence to Tedo and Ferrara. Fate of the benedictine monks. The Po. Padua. Palace on the banks of the Brenta. Venice. Padua described. Vicenza; politeness of the inhabitants. Verona described. Fortress of Peschiera. Desenzano on the banks of Lago di guarda. Description of the lake. Mode of crossing the Po. Mantua described. Journey from thence through Carpi and Modena to Bologna. The author recrosses the Appenines. Remarkable volcano at Pietra Mala. The author returns to Florence. Further account of that city. The King of Sardinia arrives at Leghorn. The author proceeds thither and embarks on board the *Santa Teresa* for Minorca p. 217

CHAPTER XIII.

" At length they came, where press'd in narrow bound,
 Between the capes the boiling deep resounds.
 'Tis feign'd that first Alcides forc'd a way,
 And gave this passage to th' indignant sea;
 And here perchance a lengthen'd tract of land,
 With one continu'd mound the flood restrain'd;
 But now the furious main with rushing tides,
 From tow'ring Calpe Abyla divides;
 A streight 'twixt Lybia now and Spain appears:
 Such is the force of time, and change of years!"

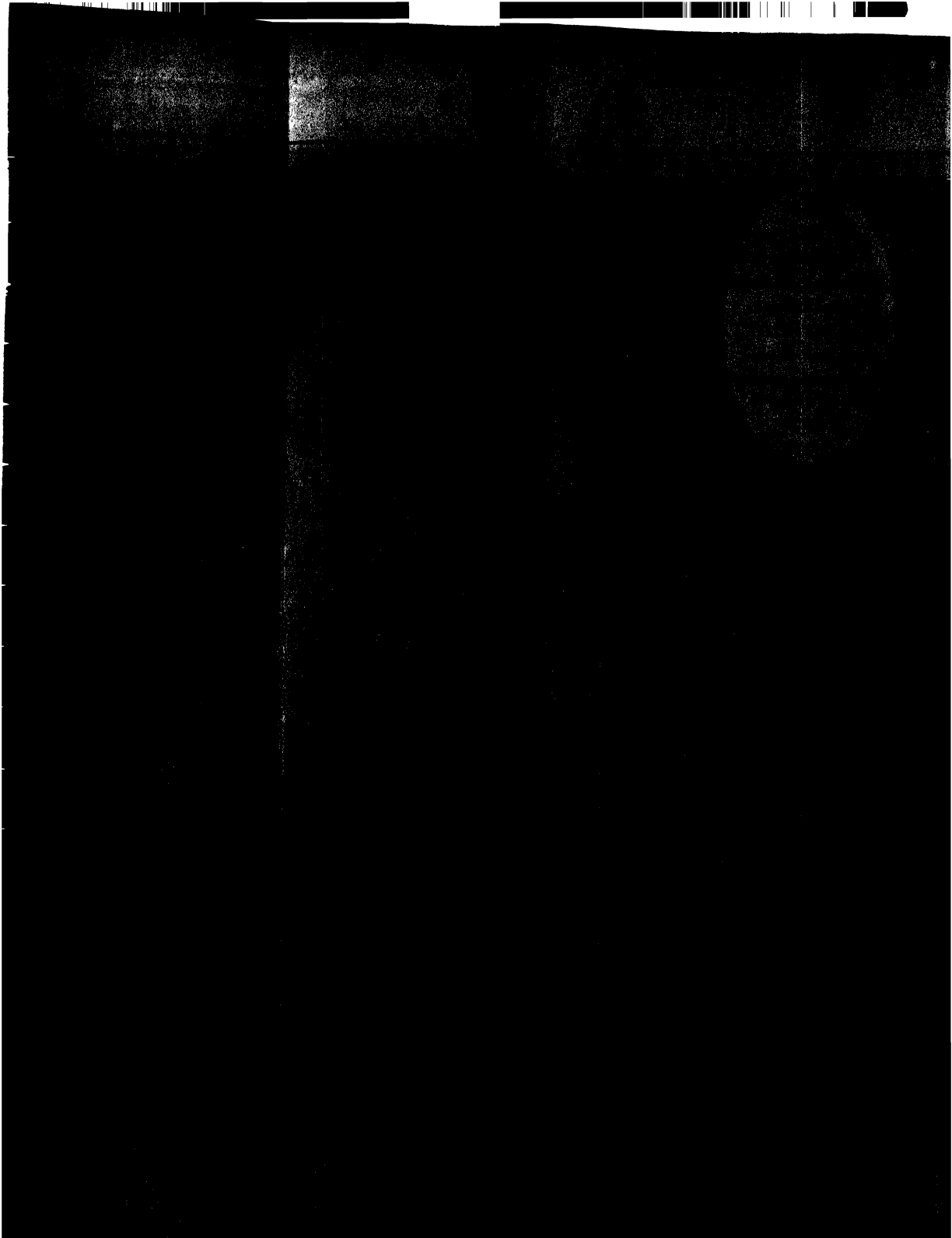
HOOLE'S TRANS. TASSO, b. xv.

Voyage to Minorca. Excellence of Mahon harbour. The town of Mahon described. Ingenious method of constructing arches in Minorca. Fort St. Philip. Roads in Minorca. The country described. The hospital and arsenal. General Stuart's regiment. Large breed of asses and mules on the island. Costumè of the inhabitants of Minorca. Account of occurrences at the capture of Minorca by General Sir Charles Stuart and Commodore Duckworth. Round towers. Fournelles Bay. Mount Toro. Retrospective history of Minorca. Amusements at Mahon. Lord Nelson and Commodore Troubridge arrive. Lord Nelson returns to Palermo. Rear-Admiral Duckworth, in the *Leviathan*, arrives at Mahon. The Port Mahon brig launched. The *Peterell* sloop arrives. Death of Lieutenant Brenton; his character. Rear-Admiral Duckworth sails from Mahon. The author takes his passage in the *Leviathan*, which anchors in Rosia Bay, Gibraltar, and soon after sails on a cruize off Cadiz. The *Swiftsure* joins, and the author accompanies Captain Hallowell on board. The squadron anchors in the Tagus. Short description of Lisbon. The squadron sails on a cruize, and encounters heavy gales of wind. The *Powerful* and *Vanguard* receive much damage. Separate from the squa-

dron and sail for England. A Spanish brig captured. La Belle Desiada, another Spanish brig, taken. The Bellerophon parts company. The Leviathan loses her main-top-gallant-mast in a gale of wind off Cape Finisterre. The Flora frigate with orders from Lord Keith arrives. The Bellerophon rejoins the squadron. The Swiftsure loses her fore-top-mast and main-top-gallant-mast in a squall. A seaman falls overboard and is drowned. The squadron anchors in the Tagus. An opera at Lisbon described. The Weymouth wrecked near Belem castle. Rear-Admiral Duckworth provides a passage for the officers and men of the Cambrian Rangers, who were wrecked in the Weymouth. Arrives at Gibraltar. The Swiftsure taken into dock. The author resides on shore. The rock described. The town of Gibraltar. The convent, and Spanish church. General O'Hara the governor. The galleries and caves; with other places of the rock described. Gallant action of the Speedy brig. The squadron under command of Rear-Admiral Duckworth resumes its station off Cadiz. Part of a Spanish fleet of merchantmen and frigates captured. The squadron and prizes anchor in Rosia Bay. Dangerous situation of the Swiftsure. Admiral Duckworth sails with the squadron. Anchors in Lagos Bay. Returns to Gibraltar. Admiral Duckworth departs to the West Indies. Rear-Admiral Sir Richard Bickerton takes the command of the squadron, and hoists his flag on board the Swiftsure. Sails on a cruize. The Kent and Dragon arrive from England; and soon after, the Hector. Insolent conduct of the crew of La Mouche privateer. The author embarks on board the Kent for Gibraltar, and takes his passage in the Anson for England. APPENDIX p. 257

ERRATA.

- page. line
- 4 7 for Albaran, read Alboran.
- 6 20 for *having* immediately, read *and* immediately.
- 7 4 for 70 guns, read 74 guns.
- 7 14 for Wescote, read Westcott.
- 9 1 dele the *first line*.
- 3 2 for has, read *and* has.
- 3 21 for *as* by their social, read *and* by.
- 36 19 for cedar, read cedar *ate*.
- 37 15 for *with* none, read *had* none.
- 44 2 for we had, read *we have since* had.
- 44 6 dele *that*.
- 49 20 for Chelard, read Cheylà.
- 54 14 dele the *comma* after Vanguard.
- 77 3 for fortuna read fortune.
- 96 5 dele *us*.
- 100 1 for Mamelukes, read Mamaluks.
- 106 2 dele *on it*.
- 126 1 for *Toridè*, read *Torride*.
- 126 2 for Autride, read Autridge.
- 135 24 for the enterprise, read the *spirit of* enterprise.
- 180 3 and 4 for *This cause*, read *The cause of this*.
- 192 in the note g for Orbitillo, read Orbitello,
- 245 10 for you *did not*, read you *do not*.
- 257 5 in the Italian motto, for Passovir a forga a l'oceano, read
Passovvi a forza l'oceano.
- 271 6 for compelled *them*, read compelled *the enemy*.
- 308 24 for by *Rear-Admiral Nelson* achieved, read *achieved by*
Rear-Admiral Nelson.



A VOYAGE

UP

THE MEDITERRANEAN.

CHAPTER I.

PER VARIOS CASUS, PER TOT DISCRIMINA RERUM.

IT is, I believe, a general and allowed principle, that to insure success in war, the measures of government should be carried into execution with secrecy and dispatch. That such has been the case in almost all the military adventures of the French, must be allowed. Though some share in the success they have so often experienced, may be attributed to the superiority of their numbers, yet I will venture to assert, that much more has been gained by the celerity of their movements, and the secrecy with which they have commenced their attacks, than with an equal number would have been obtained by those more regular governments whose hands have been confined by coun-

fels, that must clog the machine, though they are altogether indispensable to the wellbeing of the state.

The Expedition which the following pages will relate, is, however, free from the objection above alluded to, as it was planned with secrecy, and executed with a promptness highly creditable to all concerned. It had been known by the British government, that the French were preparing a powerful armament whose principal rendezvous was at Toulon; and the sea-ports in the Mediterranean; and from the number of transports and troops that were getting ready, it appeared that they meditated a descent on some of our allies in those seas. Rear Admiral Sir Horatio Nelson was appointed to command a squadron whose object was to defeat the projects of General Buonaparte's intended operations, whatever they might be; and about the latter end of April 1798, having his flag on board the Vanguard of 74 guns, he joined the fleet off Cadiz, under the command of Admiral the Earl of St. Vincent; and having received further orders from him, soon after arrived at Gibraltar, where he took in some stores and other necessaries; and sailed from thence on the 9th of May, taking with him the Orion of 74 guns, commanded by Sir James Saumarez; and the Alexander, Captain Alexander Ball; with the Emerald and Terpsichore frigates, and Bonne Citoyen sloop of war; and proceeded towards Toulon to watch the motions of the enemy. In the mean time, the Earl of St. Vincent being apprized by government that a reinforcement would be sent to enable him

to strengthen Rear Admiral Nelson's squadron, had made such arrangements in his fleet as might prevent all loss of time. On the 24th of May, the *Hector*, being on the look-out to the northward, made the signal for a fleet being in sight, and soon after, that it was a fleet of men of war, consisting of the *Prince* of 98 guns, *Leviathan*, *Centaur*, *Montague*, *Powerful*, *Edgar*, and *Marlborough*, of 74 guns; the *Lion*, of 64 guns, and the *Success* frigate and *Incendiary* fireship; the whole under the command of Rear Admiral Sir Roger Curtis. No sooner was the signal seen, than the order for the advanced squadron, then anchored off the mouth of the harbour of Cadiz, to get under weigh, and for the division under Sir Roger Curtis to take their station, was instantly executed.

It is here to be observed, that the number of ships that joined Lord St. Vincent from England, to replace those he had dispatched with Admiral Nelson, was eight sail of the line, one frigate, and a fireship. The fleet sent with Admiral Nelson, exclusive of his own ship, consisted of thirteen sail of the line, two frigates, and two brigs. Lord St. Vincent, aware of the possibility of the French being in superior force than was at home imagined, weakened his own fleet to give the greater power to Admiral Nelson's; a conduct to be more admired, as it is not often practised. Captain Troubridge in the *Culloden*, failed from the honourable post^a which he had maintained off

^a That of Commander of the in-shore squadron forming the blockade of Cadiz.

Cadiz, in the evening of the 24th^b of May 1798, having under his command the Bellerophon, Zealous, Defence, Majestic, Minotaur, Goliath, Swiftsure, and Theseus. On the 27th we passed the Straits of Gibraltar, and were joined by the Audacious of 74 guns, and the Leander of 50 guns, who had been some days there taking in water and other necessaries. On the 28th we passed the little uninhabited island of Albaran: it is quite flat; and with only low shrubs and grafs, which must be burnt up in summer, maintained, I was informed, a great many hares and other game. It seems about three miles long, and is on the coast of Fez, in lat. 36. At night we lay to. The next morning proceeded with a fair and pleasant breeze to the eastward: on the 30th the signal for seeing strange ships was made by one of the squadron; and the Commodore made that to prepare for battle, which was accordingly put in execution by the rest of the ships, by knocking down the bulkheads and keeping the quarters clear for the great guns; every article of useless lumber being carried below, or thrown overboard. The Mutine brig was also directed to proceed to the northward of Majorca, in hopes of meeting the Admiral. The following day the Bellerophon and Swiftsure gave chase to a strange vessel; the latter being called in, she was spoke by the former, and

^b The same day the Author was appointed to be Chaplain of the Swiftsure, and was received by his Commander, Captain Hallowell, with an hospitality and kindness for which he begs here to make his public acknowledgments. To the Earl of St. Vincent, in addition to many other obligations, that of giving him, by this appointment, a firm and honourable friend in Captain Hallowell, excites his lively gratitude.

proved to be a merchantman from Sardinia: from her no intelligence was obtained. On the third of June we met with squalls of wind and rain, which, however, did not long annoy us. On the sixth, being near the rendezvous, Commodore Troubridge made the signal for the Captains of the *Swiftsure* and *Zealous* to repair on board the *Culloden*; and on the next morning, the 7th of June, we saw the high hills behind Toulon, and two sail off that port; towards which we made all sail, and had the happiness to find one of them to be the *Vanguard*, bearing the flag of Rear Admiral Sir Horatio Nelson. Our pleasure was however a good deal damped by perceiving that she must have met with a severe disaster in the loss of her foremast, having replaced it with a jury-foremast.

It appears, that on the 22d of May, being in the gulph of Lyons, a violent squall of wind assailed the Admiral and his squadron, carried away all his topmasts, and soon after his foremast shared the same fate: the other ships were more fortunate; though in the same gale of wind, they received no damage. During this gale the frigates disappeared, nor did they again join the fleet till some days after the action in Aboukir Bay. This was a moment of infinite difficulty and danger, which however the spirit and resolution of the Admiral were fully equal to combat. The French fleet was known to be only a few leagues distant, having lately sailed from the Bay of Toulon. Admiral Nelson, with his little squadron, bore up for the Island of Sardinia, and reached with difficulty the road of St. Pietro, where the go-

vernor endeavoured in vain to obstruct his coming to an anchor. British seamen in distress are not easily intimidated. After remaining four days in this road without receiving the smallest assistance from the natives, the Vanguard again put to sea with top-gallant yards across, having set up a jury-foremast and replaced her topmasts. The inhospitality of the Sardinians must have originated in the fear their government was under of the vengeance of the French republic, whose tyranny at that moment palsied with terror all the Italian states; but what have they gained by their servility? After receiving repeated insults, many of them have undergone a total change in their constitution, have been drained of all their valuable property by repeated requisitions and forced loans, and at last annexed to the dominions of their insulting false friends, or made over by way of exchange to some other power.

The Leander was the same evening ordered to look out for the Orion and Alexander, and we continued lying to off Toulon. In the evening of the 9th, the Orion, and at three o'clock the following morning, the Alexander, Leander, and Mutine, joined the fleet, having immediately made sail after the French fleet which, under the command of General Buonaparte, had sailed from Toulon on the 20th of May, with 15 sail of the line, besides frigates and gun vessels, and 200 sail of transports, having 40,000 troops on board. Whither they were gone, and what their object might be, was as yet totally unknown to us. Our first point of research was Naples, knowing that there had

existed strong symptoms on the part of the new republic of attacking that weak and impolitic monarchy. Our fleet now consisted of the following ships.

The Vanguard of 70 guns,		{ Capt. Berry, bearing Sir H. Nelson's flag.
Orion	74	Capt. Sir J. Saumarez,
Culloden	74	Thomas Troubridge,
Bellerophon	74	H. Desterre Darby,
Minotaur	74	Thomas Louis,
Defence	74	J. Peyton,
Alexander	74	Alexander J. Ball,
Zealous	74	Samuel Hood,
Audacious	74	Davidge Gould,
Goliath	74	Thomas Foley,
Majestic	74	G. B. Westcote,
Leander	50	T. B. Thompson,
Swiftsure	74	Ben. Hallowell,
Theseus	74	R. Willet Miller,
And Mutine Brig	16	Thomas M. Hardy.

Previous to the junction of the fleet, the Orion and Alexander fell in with 15 sail of Spanish merchantmen, two of which they captured, but were called off by the Admiral, who did not wish to risk a failure of his more important object for the sake of prizes. By these means the Spaniards had the good fortune to escape. On the 12th we were off Cape Corse, the

northern promontory of Corfica, and in the evening saw Capraia, and lay to, off the Isle of Elba; and the Mutine was dispatched for intelligence to Civita Vecchia. The winds were light and variable, the climate soft and pleasant; the next day, however, the sky was overcast, and we were assailed by torrents of rain, accompanied by most vivid lightnings, and heavy peals of thunder. During this grand display of nature in her robes of terror, we were entertained by one of those curious phenomena which used to create so much alarm to the superstitious ancients, a water spout; it frequently varied its form, and was often of a bended shape, like an S: at length it burst, and the space where it fell was whitened with foam. In the evening the weather cleared up, and we passed the small and flat island of Planosa, on the north point of which we discovered a few buildings, but at this time no appearance of inhabitants. Several of these islands are used as a summer residence for the poorer farmers from the neighbouring places, who bring their families and cattle with them: the latter always find plenty of feed, and the former employ themselves in fishing. There are also hares and other game in the islands. But, alas! such is the insecurity of these seas, that it sometimes happens that a single Algerine corsair will make a descent upon the helpless and pusillanimous inhabitants, carry off all their cattle, and not uncommonly make slaves of the proprietors themselves. This day a fishing-boat was descried by the fleet; the Alexander stood towards her, and found she had been left by her crew

flood towards her, and found she had been left by her crew, and scuttled. From subsequent information I have reason to believe she had been met by the French fleet, her men taken out to reinforce their crews, and so left: for this we find was their mode of action with whatever they fell in with; *neutrals* or *enemies* were alike to them.

On the 14th, having a fresh breeze from the N.N.W. we passed the island Gianuti, on the coast of Tuscany, near which the Leander spoke a Moorish vessel that gave information of the French being at Syracuse in Sicily: the Mutine joined, without having obtained any intelligence. On the 15th instant, with a light breeze, we passed the islands of Palmaria and Ponza, the former rocky and uninhabited, the latter well cultivated, and rendered pleasing to the view by a village, several detached houses, and a white watch-tower on an eminence: to the southward we saw the little island called Le Botte, which at a distance has frequently been mistaken for a sail. On the 16th, we passed the island Ventotiene, on which is a large handsome white building, and on a small island near, a walled-in place like barracks; we had no opportunity of knowing what it was. In the evening we arrived off the island of Ischia, which forms the north-west boundary of the Bay of Naples. The next morning the fleet made sail into the Bay; Captain Troubridge and Captain Hardy were dispatched to Sir William Hamilton, the British Ambassador, from whom they received all the intelligence that had reached him, and learned that the French fleet had not entered

that port, but were gone to the southward, having coasted the island of Sardinia. It since appeared, they had sent in to Cagliari, and were informed by our Consul (an Italian^c) of the crippled state of Admiral Nelson's ship, but that he expected a reinforcement of thirteen sail of the line. This account the Admiral purposely left with him, knowing that he would report it to the French the first opportunity, should they visit that port.

^c Many of the Consuls employed by our government, are foreigners; whether it is beneficial to our commerce that it should be so, is not for me to decide.

CHAPTER II.

- “ Dextrum Scylla latus, lævum implacata Charybdis
 “ Obsidet, atque imo barathri ter gurgite vastos
 “ Sorbet in abruptum fluctus, rursusque sub auras
 “ Eriget alternos, et sidera verberat unda.” *ÆN.* 3. v. 420.

THE Admiral having now some clue to go by, sailed from the Bay of Naples in full hopes of falling in with the French fleet, the conquest of which he could not but anticipate, well knowing the unanimous sentiments that pervaded the fleet he commanded, the tried bravery of many of his captains, and the spirit of all. Light airs prevailed, a mortifying circumstance at such a moment, and we found ourselves very little to the southward of the Bay of Naples on the 18th. On the 19th we still hung on the coast of the Upper Calabria, from whence we had a view of the Burning Mountain on the island Stromboli; in the evening we passed within a few leagues of it, and had a fine view of the picturesque appearance of a volcano by night. The next day we saw the other Lipari islands, and had a distant view of Sicily, with Mount *Ætna*, whose summit, though constantly emitting flame and smoke, is covered with perennial snows. We now made for the far-famed Straits of Messina, and had the honour of being the first European fleet of men

of war, in modern times, passing the dangers of Scylla and Charybdis. Whatever dangers might formerly have given occasion to the celebrated fictions of the ancient poets, we found none, but with a full sail entered the Straits, passing close by the castle, or what is generally called the Faro of Messina, a square red tower like a church steeple, near which are some indifferent buildings, the habitations of fishermen: there is always a small garrison in the castle.

As we passed within a few miles of the rock of Scylla, I took the opportunity of making a drawing of it, which is here given. The town bearing the same name, is built on the neck of land that connects it with the main, and has a beautiful effect from the sea view; an old castle crowns the rock. Near this place a Calabrian prince, and 2473 of his people, were swept into the deep by a tremendous wave, occasioned by the dreadful earthquakes that desolated Calabria and the opposite shores of Sicily in the year 1783; of which Sir William Hamilton sent a very accurate account to the Royal Society; but the nervous poetic description of this calamity from the pen of the late Mr. Cowper, is so truly descriptive, that I shall here beg leave to transcribe it, as I am sure every feeling mind must receive entertainment from it.

Alas for Sicily! rude fragments now
Lie scatter'd where the shapely column stood.
Her palaces are dust. In all her streets
The voice of singing and the sprightly chord

Cooper Museum and



Feather on the Coast of California.

Pub. by the White Pine Press, 1902.

Cooper Museum and

Are silent. Revelry, and dance, and show,
 "Suffer a syncope and solemn pause,
 While God performs upon the trembling stage
 Of his own works his dreadful part alone.
 How does the earth receive him? With what signs
 Of gratulation and delight, her king?
 Pours she not all her choicest fruits abroad,
 Her sweetest flow'rs, her aromatic gums,
 Disclosing Paradise where'er he treads?
 She quakes at his approach. Her hollow womb
 Conceiving thunders, through a thousand deeps
 And fiery caverns, roars beneath his feet.
 The hills move lightly, and the mountains smoke,
 For he has touch'd them. From th' extremest point
 Of elevation down into th' abyfs,
 His wrath is busy and his frown is felt.
 The rocks fall headlong and the vallies rise.
 The Sylvan scene
 Migrates uplifted, and with all its soil
 Alighting in far distant fields, finds out
 A new possessor, and survives the change.
 Ocean has caught the frenzy, and upwrought
 To an enormous and o'erbearing height,
 Not by a mighty wind, but by that voice
 Which winds and waves obey, invades the shore
 Resistless. Never such a sudden flood,
 Upridg'd so high, and sent on such a charge,
 Possess'd an inland scene. Where now the throng
 That press'd the beach, and, hasty to depart,
 Look'd to the sea for safety? They are gone!
 Gone with the reflux wave into the deep,
 A Prince with half his people!

As our squadron entered the Straits of Messina several boats, with many of the principal people of that city and the neighbourhood, came off to us, who expressed their joy and satisfaction at seeing a British fleet, when they discovered the object of our pursuit, being apprehensive that the next visit of the French marauders, after the capture of Malta, was destined for their coast. From the British Consul we learned that the islands of Malta and Goza had fallen into the hands of the French, by the treachery of the Grand Master and some of the Knights of Malta; who, forgetful of the solemn oaths, by which their order was bound to support the independence of it, had contrived, by various means, to prevent any opposition being made by the garrison: many of the batteries were totally unprovided with any means of defence, some of the cartridges were filled with sand, and the shot too large for the guns; yet this conquest, as Buonaparte pompously styles it, is boasted of by the French, as one of their brilliant exploits. Here I cannot help observing, that the perfidious conduct of our enemy has recoiled upon his own head. Malta, possessing perhaps the finest harbour for its size, and certainly the strongest fortifications in the world, has now fallen into our possession, which otherwise never could have happened; as the well known justice and honour of our government would have forbidden any attack upon an unoffending state, however weak and unprotected it might have been. But since the fortune of war has fairly brought this island under our dominion, I cannot avoid

expressing an ardent wish and hope, in which I am sure of being joined by all who are acquainted with the value and importance of it, that whatever may be the claims and demands of our opponents when the terms of peace come under consideration, we may still retain this place. As long as we are possessed of the trident of the seas, and by that means enabled to throw in supplies of provisions and ammunition, it cannot be taken from us: and since it affords at all times a commodious harbour for our shipping, and commands the entrance of the Archipelago, its importance to our commerce in these seas, is incalculable.

The passage of our fleet through the Straits of Messina must have afforded a grand spectacle to the multitudes who beheld it from the shore; who hailed our arrival with acclamations of joy and gratitude, which conveyed to our minds the highest gratification. To us the surrounding scenery was truly grand; the channel, narrow^d at the entrance, widened as we proceeded, and opened a display of picturesque beauty that beggars all description. The rapidity with which we were carried by the current and the wind, prevented any long inspection of particular places; at the same time it rendered the change of objects more pleasing and diversified. On the left, the high mountains of Calabria, so lately shaken to their foundation by earthquakes, presented objects of infinite variety; the town of Reggio forms a

^d The entrance of the Straits between the Coda de Volpe on the Calabrian shore, and the point or promontory of Pelorus in Sicily, is scarcely more than a mile over. At Messina the channel is four miles broad, and from thence it rapidly widens till it opens again into the Mediterranean.

very beautiful feature in the landscape; it is situated at the base of the mountains, on the banks of a river which appeared to have owed its origin to one of those concussions of nature that have often changed the face of the country.

On the right, the city of Messina, with its handsome buildings, adorned with spires and steeples, presented a fine foreground to that side of the picture. Behind the town, on an eminence, is seen the castle, which, though it commands the harbour and town, is itself overlooked by high lands; from which it would soon be reduced by an invading army, that might easily gain those heights.

The far-famed Charybdis is situated near the entrance of the harbour; and by ancient historians and poets we are told, that ships, sucked into the vortex of the whirlpool, were in imminent danger from the violent commotion of the waters, by which the helm lost its power, and the seamen's exertions were rendered vain, so that with the most favourable wind they could not gain the port. The noise occasioned by the tumult of the waves, gave rise to the fictions of poets, who likened it to a voracious monster roaring for its prey; and by them the passage of these Straits has been described as the most dangerous adventure that mariners could undertake. In those days we find, that ships were obliged to go as near as possible to the Calabrian shore, in order to avoid the whirlpool; and then they ran a hazard of being carried on the rock Scylla, and dashed to pieces against its rugged sides. From this circumstance arose

the proverb, ‘*incidit in Scyllam, cupiens vitare Charybdim*,’ applied to those who, in their endeavour to avoid one danger, fall into another. But we found none of these difficulties. Perhaps the constant friction of the waters has worn away the rocks and shoals that obstructed the passage, and given more ample room to the current, which, however, is now extremely rapid.

As we sailed down the Straits our eyes were regaled with a view of flourishing corn-fields, vineyards, orchards, and plantations. Cultivation, though in some places neglected, in others was carried high up the side of the mountains, on the summits of which appeared towns or villages, with here and there detached houses, churches, and convents. Towering over all, we beheld the majestic heights of Mount *Ætna*, whose summit, whitened with perpetual snows, was seen frequently above the clouds emitting volumes of smoke that sometimes ascended to a vast height; at others, came rolling down its sides.

‘*Portus ab accessu ventorum immotus, et ingens
Ipse; sed horrificis juxta tonat Ætna ruinis,
Interdumque atram prorumpit ad æthera nubem,
Turbine fumantem piceo et candente favilla;
Adtollitque globos flammarum, et sidera lambit:
Interdum scopulos, avulsaque viscera montis*

*Erigit eructans, liquefactaque saxa sub auras
Cum gemitu glomerat, fundoque exæstuat imo.**

ÆN. III. 570.

Having quitted this delightful scenery, we at length emerged into the main, and were steering with a press of sail for Malta with a fresh breeze from the north-west, in full hope of finding the French fleet at Goza, where report said they were anchored. On the 22d of June, at daylight in the morning, the Mutine spoke a Genoese brig from Malta, and received information from her, that the French had sailed from thence on the 18th instant with a fresh gale from the north-west.

The Admiral now determined to sail for Alexandria; though uncertain what course the enemy had taken, he judged that to be their probable destination, and accordingly made the signal to bear up and steer south-east with all possible sail.

Every mind now anxiously looked forward to the glorious conflict; but what would have been our feelings if we could then have foreseen that the French fleet was to pass us in the

* The port capacious, and secure from wind,
Is to the foot of thund'ring Ætna join'd.
By turns a pitchy cloud she rolls on high;
By turns hot embers from her entrails fly;
And flakes of mounting flames, that lick the sky.
Oft from her bowels massy rocks are thrown,
And shiver'd by the force, come piecemeal down.
Oft liquid lakes of burning sulphur flow,
Fed from the fiery springs that boil below.' **DRYDEN.**

following night? Such, however, was the case, as we afterwards learned from consulting and comparing the journals of French officers made prisoners in and after the action. It appears almost incredible that a fleet consisting of near four hundred sail of various descriptions, should cross an adverse fleet of fourteen sail of the line, even in the darkest night, without some of them being discovered, yet so it was. We failed on in expectation that they had got the start of us by several days, and they shaped their course across our track, making a more northern tour by the island of Candia, wrapped in perfect security, and unconscious that any adverse fleet of force sufficient to alarm them was at that moment in those seas.^f

We could form no certain opinion whither the enemy had shaped his course up the Adriatic, towards Constantinople, or to Alexandria; but one of these destinations, we were well assured, must be the object of his enterprize. In our passage to the coast of Egypt, we saw only three vessels, which we spoke; two of them were from Alexandria, but could give us no account of the French fleet; and one from the Archipelago was equally unable to afford us the wished-for intelligence. On the 28th of June, six days after we bore up, we came in sight of the city of Alexandria, and, to our great disappointment, saw nothing of the French fleet. Only one Turkish line-of-battle ship, with

^f See the chart of the Mediterranean, in which I have given an accurate delineation of the track of the British and French fleets till they met off the Nile on the 1st of August.

some merchantmen of different nations, were in the two harbours.

When we arrived off the Pharos, or castle which guards the entrance of the eastern harbour, the Admiral dispatched the *Mutine* towards the port for intelligence. Captain Hardy, after some delay, was permitted to land, and was conducted under a guard to the Governor, who expressed his surprise at seeing a British squadron, and seemed to feel some uneasiness at the visit; but on being informed of the object of our pursuit, his alarm was increased, though he declared his determination to resist the attempt of either power to land. The Admiral now experienced the greatest degree of disappointment at finding the enemy had eluded his pursuit, nor could he at the instant form any determinate resolution what course he should take, as their destination was totally enveloped in mystery. His anxious mind would not, however, permit him to rest long in the same station, and he resolved to shape his course back again, taking a northern direction, in hopes of hearing some tidings of the enemy.

On the 29th we stood to the N. E. with a fresh breeze from N. N. W. The *Swiftsure* was ordered, by signal, to chase a strange sail, which she came up with in the afternoon, and found her to be a French merchantman of 144 tons burthen, in ballast, bound from Alexandria to Smyrna. After taking out the prisoners, four of whom, including the captain, were Frenchmen, the rest of the crew Greeks and Italians, she

was burnt by order of the Admiral, who was unwilling to be delayed by taking her with him. The wind in this part of the Mediterranean during the summer months generally blows from the westward, consequently we now had to beat back, against a strong breeze, which we did with all the sail we could carry. On the 4th of July we made the coast of Natolia, near Cape Cheledonia; the same day the Mutine parted company. On the 5th, the Admiral made the signal to close round him, many of the ships being greatly to leeward; for although the Vanguard had lost her foremast, which she had supplied with a jury-mast, yet she sailed by far the best of the fleet. On the 7th, the Orion having parted company in the night, the fleet wore and stood to the northward, and towards the evening of the same day she rejoined us. On the 9th, being off the southern coast of the island of Candia, we had a view of Mount Ida, situated near the centre of the island. The weather had been excessively hot ever since we made the coast of Egypt, and now, though we were two degrees to the northward, the thermometer was as high as eighty-four.

On the 10th and 11th we were yet off the south-west side of Candia, and saw the little island of Goza; the wind being still against us we made but slow progress to the westward, and continued beating to windward till the 16th, when it became more favourable: our latitude observed this day was $35^{\circ} 45'$ N. Long. $20^{\circ} 5'$ E. of Greenwich. On the 18th, at six p. m.

we descried Mount *Ætna*, and by eight saw Cape *Passero*[§]. On the 19th of July the fleet stood towards *Syracuse*, and the Admiral determined to enter the bay, being in great want of water, the *Vanguard* having had no opportunity of taking in a supply of that necessary article from the beginning of May, when she sailed from *Gibraltar*; several other ships of the fleet were nearly in the same situation. The entrance of the harbour is very narrow and difficult of access, nor was any person of the fleet acquainted with it; but by the skill and attention of the captains and officers each ship got safe into the bay and anchored by three p. m. and without delay proceeded to take in water, though at first some difficulties presented themselves from the inconvenient situation of the watering places; however, by the laborious exertion of the officers and men employed on that service, under the immediate direction of Captain *Troubridge*, the whole was completed in five days, and an ample supply of fresh beef and vegetables procured; articles of the highest importance to the health of seamen after a long voyage.

§ Cape *Passero* formerly bore the name of *Pachinus*, and is thus celebrated by *Virgil*.

‘*Hinc altæ cautes, projectæque saxa Pachyni
Radimus.*’ *ÆN.* iii. 699.

‘Then doubling Cape *Pachynus*, we survey
The rocky shore extended to the sea.’ *DRYDEN*.

CHAPTER III.

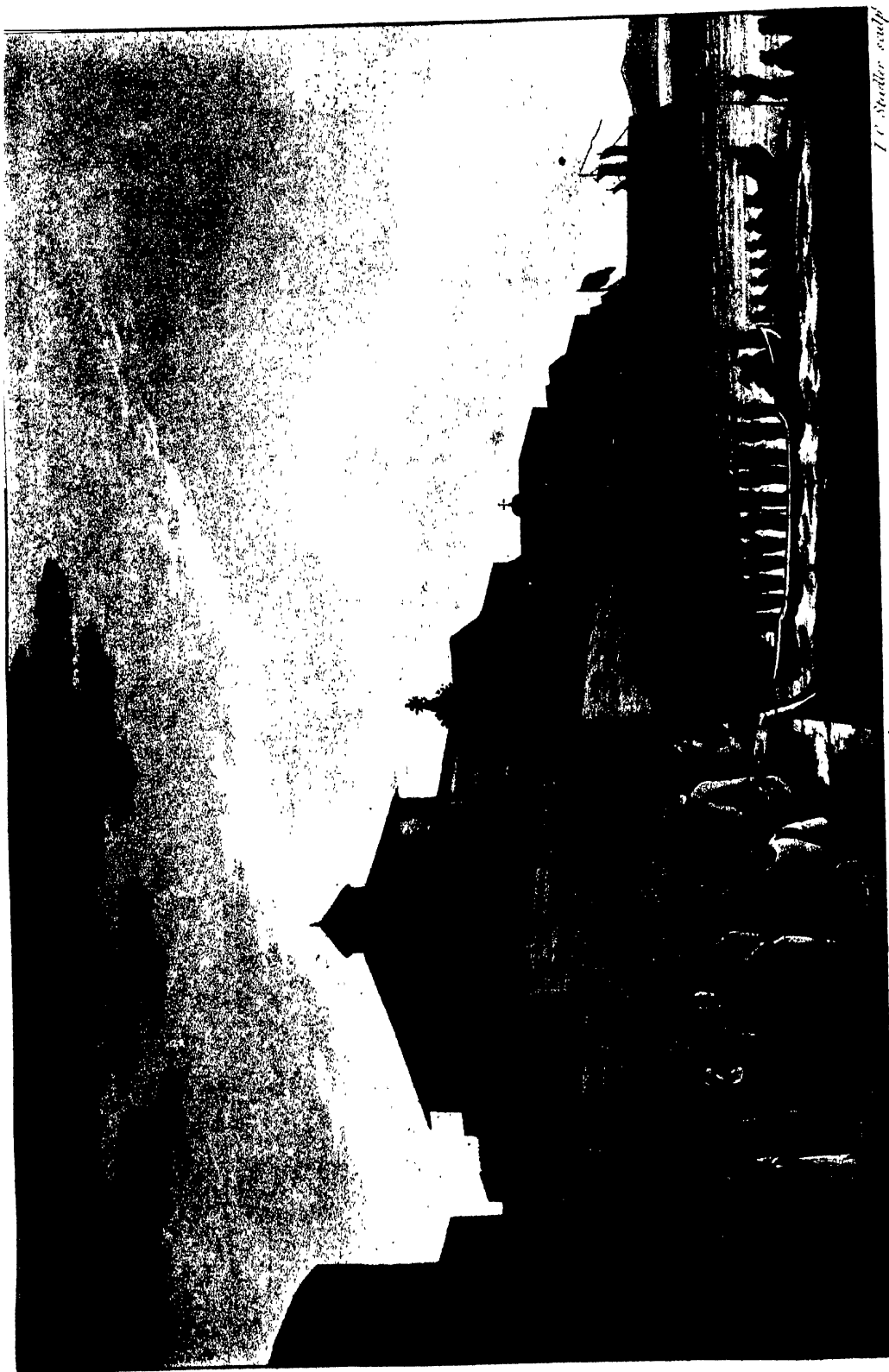
“ Sicanio prætenta sinu jacet insula contra
 “ Plemmyrium undosum; nomen dixere priores
 “ Ortygiam. Alpheum fama est huc Elidis amnem
 “ Occultas egisse vias subter mare: qui nunc
 “ Ore, Arethusa, tuo sicutis confunditur undis.” *ÆN.* iii. 692.

WHILE the ships were taking in water and live stock I took the opportunity of viewing the curiosities of Syracuse and its environs. But before I begin my account of what I saw on shore, I must say a few words of the Bay of Syracuse, in which the British fleet was anchored.

The form of this excellent harbour is nearly circular; the entrance, as I before observed, is very narrow, that without a tolerably fair wind it would be dangerous, if not impossible, for a large ship to beat in or out. But when once entered, it is so spacious that it would contain with ease an immense fleet; and, by being completely land-locked, ships may rest in perfect security during the heaviest gale, from whatever quarter it might blow.

Two small rivers disembogue themselves into this bay; that to which the boats of the Swiftsure proceeded on our arrival

was so choked with mud and weeds at the entrance that it was with considerable difficulty any of the boats could approach the shore, many of the larger kind grounded at some distance, and, to my mishap, that in which I was : we were in consequence obliged to wade to land with the water and mud up to our middles. The people now discovered another and worse difficulty in their way : the fields on each side of the mouth of this river (I understand in ancient days it was called Anapus) produced a great abundance of hemp, which is steeped in the river as soon as cut, and there left to soak ; this operation renders the water pernicious to the health, as well as horribly unpleasant to the smell and taste. The mode adopted to obviate this difficulty, was rolling the empty casks through the fields to where the waters were uncontaminated ; this was found to be beyond a bridge about a quarter of a mile up the river, and here they were soon filled and floated down to the boats. Another, and more convenient watering place, was soon discovered ; it was situated near the town, and supplied by means of water courses from an aqueduct some distance up the country. Here, by the able management and exertions of Captain Troubridge, the needful supplies were soon obtained. While he saw that the parties employed in filling the water-casks did their duty, he also negotiated with the people of the country for bullocks, sheep, and other stock, which were soon brought down in great profusion, and an ample store of fresh provisions supplied to all the ships of the fleet at a reasonable price.



L. C. Steiner sculp

Landing-place at Syracuse.

1890. Wellcome del.

In the afternoon, the landing place at the gate of the city was a scene of much gaiety and show; the boats from the fleet pulling in towards the shore, the crowds that lined the strand, the long range of carriages in which the principal nobility of the place came to view the British fleet, the gaudy liveries of their servants, with the variety of dresses which every where presented themselves in the appearance of the several orders of the people, formed so pleasing an assemblage, that I was induced to make a drawing on the spot, which is annexed. On the left hand of the foreground is a bastion of the fortification on the walls; and a little further on is seen the great gateway, from whence extends a length of wall which terminates in the fort commanding the entrance of the harbour.

The town which now exists, is built on what was formerly called the island of Ortygia. At the time when Syracuse was reckoned one of the first cities of the world, it was only the citadel or castle of Dionysius; but then contained many buildings of eminence. Now it exhibits a melancholy contrast to its former grandeur, the streets being in general meanly built, and so narrow that two carriages cannot pass each other with safety; and the eye is offended at every turn, with the most deplorable objects of poverty, filth, and misery. Among the most eminent buildings that adorned this quarter of the ancient city, was the Temple of Diana, of which I saw no remains; but of which, according to De-Non, a small vestige is

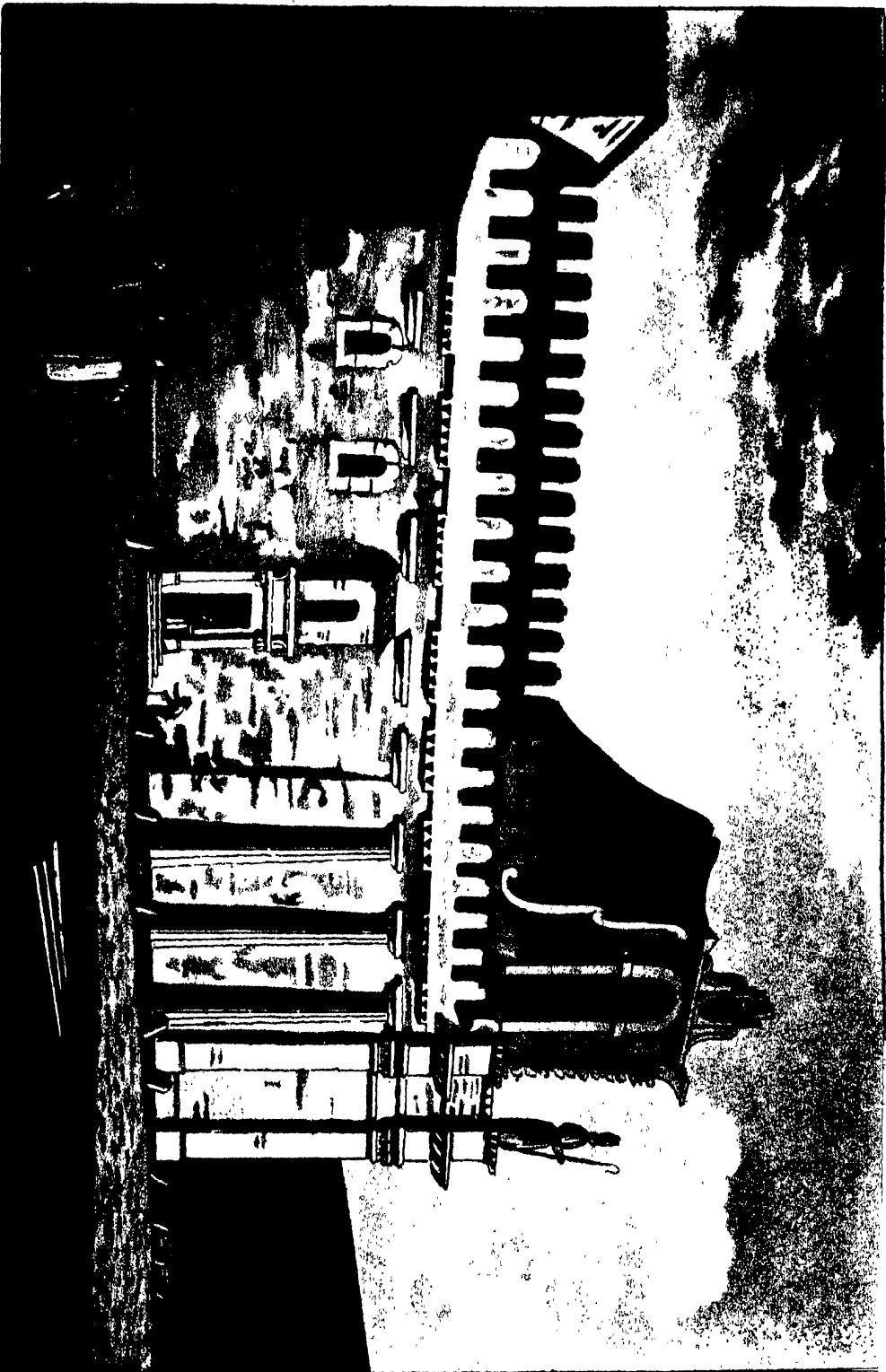
to be found in an obscure house in a by-street called Refalibra.

The Temple of Minerva owes its preservation to Agio, the tenth bishop of Syracuse, who converted it into a cathedral, and so preserved it from that destruction which many of the other temples of antiquity have experienced. Although the Corinthian front which now adorns the entrance does not coincide with the massive Doric pillars of the ancient building, yet the whole edifice has a noble appearance. The plate annexed presents a side view of the Temple and the majestic marble columns supporting the roof. These columns are fluted from top to bottom, and gradually increase in size towards the base. Originally they were open, and discovered a second row of columns of the same order; but the space between them has been built up to form the walls of the cathedral.

On entering the building our ears were saluted with the harmony of church-music; the rich melody of the organ filling the vaulted roof with its tones, and aided by the voices of the choir, formed an assemblage of solemn sounds that, at the moment, raised our minds in rapture towards that Being whose praises were then chaunting.

No man, I believe, feels the impressions of devotion more strongly than the seaman just landed from the perils of his dangerous occupation; his mind naturally raises itself in grateful acknowledgment towards that Power by whose protecting arm he has been preserved.

Cooper Hedges & Co.



Temple of Minerva, Spina.

London Pub by J. White, Fleet Street 1844.

J.C. Stoddard, engr.

When the service was ended, some of the clergy, in a friendly manner, offered to shew us the curiosities contained in their cathedral.

In an apartment behind the high altar, we found a good painting of the Crucifixion, by Urbino: in this room also is kept an agate cup of great antiquity, and very beautiful workmanship, supposed to be coeval with the Temple itself; but some of the monks, with more zeal than knowledge, had inlaid parts of it with legends of their saints. They produced also for our inspection two massive gold rings that were many years since dug up among the ruins of the ancient city.

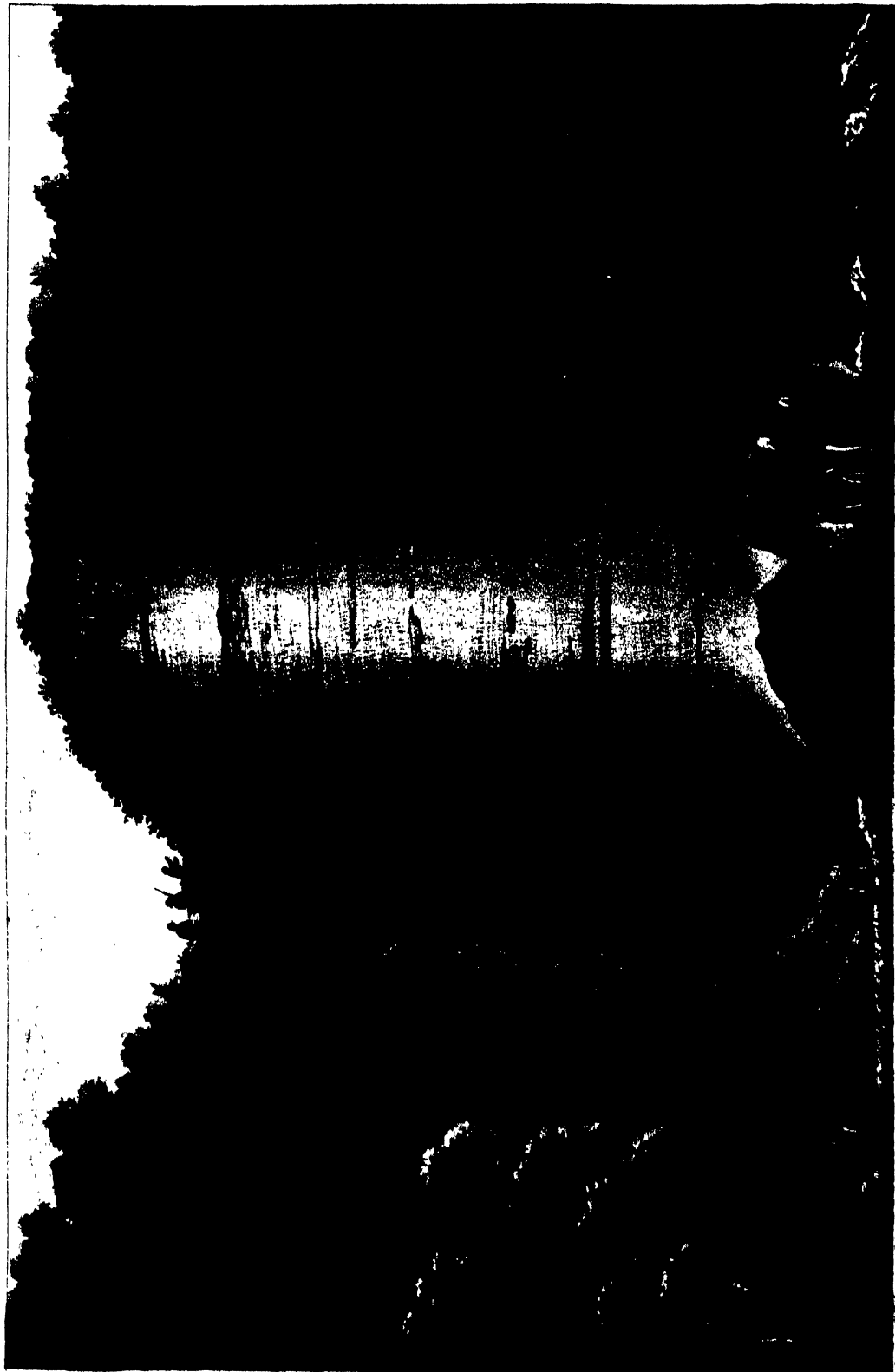
The fable of the river god Alpheus and the nymph Arethusa, is well known to all classical scholars. Every man of taste must remember, with particular delight, the tale as it is told by Ovid. The whole would be too long to copy here, but I cannot forbear extracting a few of the concluding lines, in which the nymph with such exquisite liveliness describes her own sudden conversion to a stream.

Occupat obseffos fudor mihi frigidus artus;
 Cæruleæque cadunt toto de corpore guttæ.
 Quaque pedem movi, manet lacus, èque capillis
 Ros cadit: & citius, quam nunc tibi facta renarro,
 In latices mutor. Sed enim cognoscit amatas
 Amnis aquas, positoque viri, quod sumpserat, ore,
 Vertitur in proprias, ut se mihi misceat, undas.

*Delia rupit humum: cœcisque ego merfa cavernis
Advehor Ortygiam.*ⁱ OVID MET. lib. v. ver. 632.

Led by curiosity to see the place thus celebrated, we paid a visit to what bears the name of the Fountain of Arethusa; but, alas! found nothing to justify the eulogiums paid to it by various writers of antiquity: repeated earthquakes, after changing its situation, have destroyed its former beauty; the sea has at times found its way through the riven rocks; the sacred fish are no longer inhabitants of its pellucid waters. It now exhibits only the appearance of a dirty pool issuing from a hollow rock; the waters at some periods dry up; at others, are tainted by sulphurous effluvia. It is now used by the washerwomen of the city, who, at this time, were employed in their occupation. Standing up to their waists in the water, they were beating the linen with flat boards upon the broken rocks which had tumbled into the pool. Neither the delicacy of the ladies, the beauty

Cold dews at once my weary limbs appal,
And azure drops from all my body fall;
And where my foot was plac'd, a lake is spread,
And moistures trickle from my trembling head;
And quicker than these words, my person flows
Chang'd to a stream. The amorous river knows
The lovely current; instant lays aside
His human figure; and begins to glide
Again in wat'ry waves, with mine to mix his tide.
Diana, still my virgin charms to keep,
Cleaves the hard earth; and safe in caverns deep
To far Ortygia's shore my darksome way I weep.



Cooper-Wallington del.

J. C. Mather sculp.

Caverns near Synare
London Feb. to 1. 1880. Photo Street 1880

of the fountain, nor the elegance of the employment carried on there, recalled to our minds those pleasing images we had formed of it, and we quitted the place with disgust.

We next proceeded towards the land-gates, which are placed in the strongest part of the fortifications. After passing through two handsome gateways, and over several broad and deep fosses filled with water, we came to a large area that led us to the last gate, which is built in the outward walls of the fortification. Crossing the drawbridge, we entered on the site of that part of ancient Syracuse called Achradina, of which not a vestige remains. Proceeding through several highly cultivated gardens, well stored with vegetables, delightfully shaded by tall poplars, and watered by clear streams from the neighbouring hills, we arrived at the celebrated Latomæ, or caverns in which Dionysius is said to have confined his prisoners, and to have enjoyed their groans, by means of a chamber that communicated with one of them. How far this story is to be relied on, I shall not pretend to say, but must refer the reader to those historians who have made it their study, and whose leisure and opportunity have enabled them to investigate the matter. My business is to give the best description I can of the place as it now is. The cavern known by the name of Dionysius's ear, is supposed to have been the scene of that cruelty; and its shape certainly gives colour to the story, being formed to convey sound to a particular place. It is hewn out of the solid rock, into the form of a Gothic arch, eighteen feet wide by fifty-

eight high, and curved from the entrance to the end; throughout the upper part runs a groove which communicates with a small chamber over the entrance, which must originally have been walled up to prevent the sound escaping. In this chamber the tyrant, according to tradition, used to place himself to hear the discourse of his prisoners who were chained to the walls of the cavern: and to give a colour to this idea, rings are discovered formed in the rock, to which possibly the hands and feet of the prisoners were fastened with thongs. On the right, half-way the length of the cavern, is a large square chamber, also hewn out of the rock, but for what purpose it was formed, except to enlarge the place allotted for prisoners, we could not guess; yet, as it must in some measure have destroyed the conveyance of sound, the original purpose for which this cavern was formed, it may have been a work of later date. The further end of the cavern terminates abruptly, like the gable end of a house; but near the top are seen several holes in the wall, as if a chamber had been there, and up to it, in regular gradations, smaller holes, apparently for iron cramps to support steps.

The dryness of this curious cavern, the effect of the echo, and the solemn appearance of the place, must render it a delightful retreat during the summer months, when the heat of the climate is insufferable; but it does not appear that the Syracusans have taste enough to enjoy so romantic a spot. Near this cavern is another of a different form, being square, flat at



Cooper Williams del.

J.C. Stadler sculp.

Entrance into Pompeii's' Cuv.

London Pub. by 1 White Fleet Street, 1804



W. P. Woodhouse del.

Inside of a Cavern near Syracuse.

London Put by I White Place Street 1857

I. P. Seidler sculp.

the upper part, and subdivided into several spacious chambers by rude pillars formed of the rock, out of which the cavern was excavated; a work that must have cost infinite labour, and employed armies to accomplish. In the spacious area before the entrance of the caverns, is an high white insulated rock; on the top are the ruins of a building, perhaps a guard-house; and near are seen the remains of an ancient aqueduct. The rocks surrounding the area are so smooth, and so artfully project toward the summit, that to climb them would be impossible. Near the top appear the remains of an earthen-ware channel to convey water from the aqueduct to the caverns below. There is also another cavern in the same direction with the last-mentioned, but blackened with the smoke of furnaces used to extract the salt of nitre: it is of a similar form, but of less dimensions.

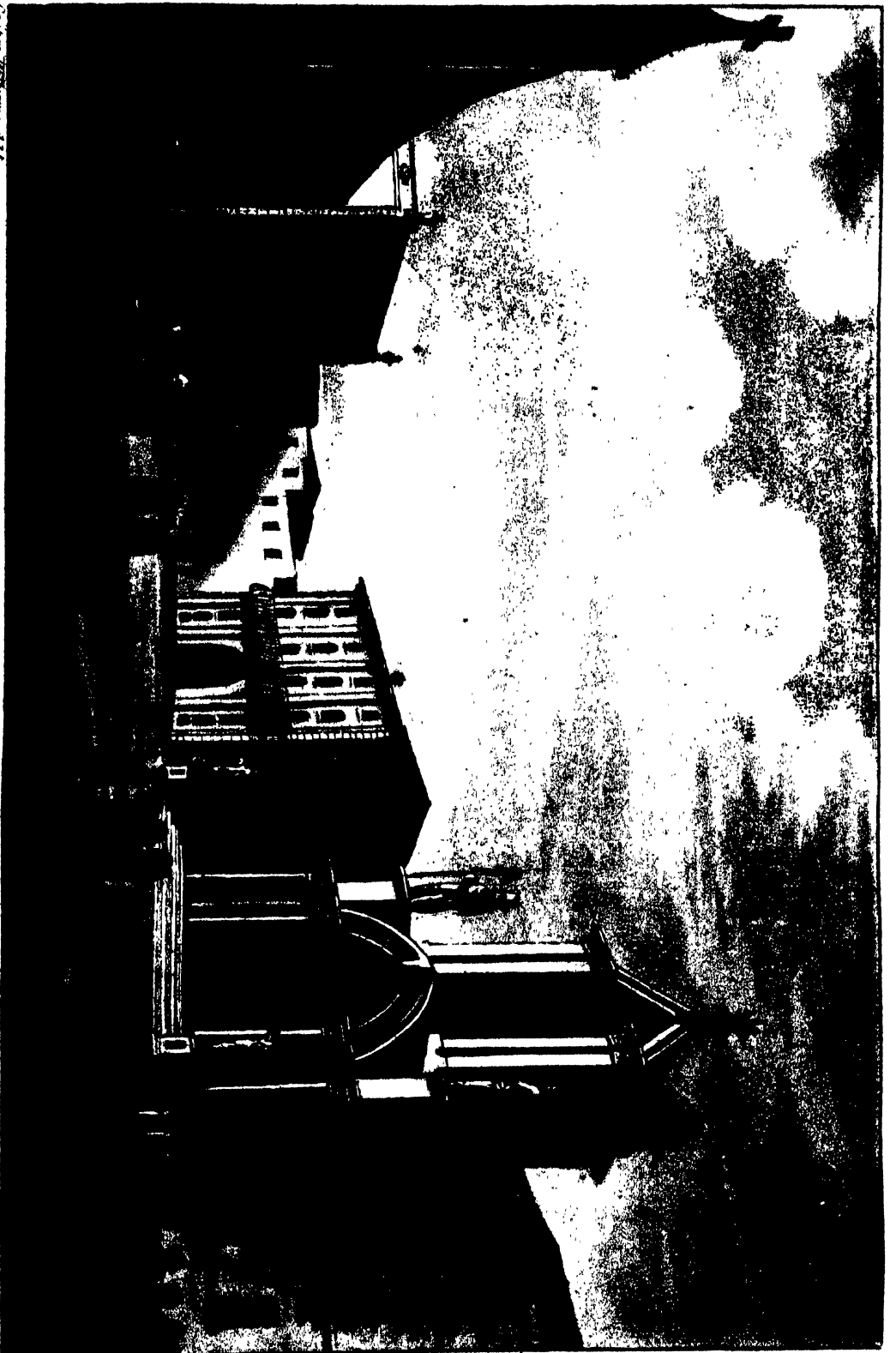
Near these caverns we discovered the remains of a bath, of an oblong form; the water within it perfectly clear, and of an icy coldness; from the top are suspended large masses of petrified stalactites, which daily increase by water dripping from above. The approach to this place is hid among plants that have for ages been suffered to grow in wild luxuriance, and in festoons of various kinds overhang the entrance, forming a most romantic retreat.

We next visited the remains of a Roman theatre hewn chiefly out of the rock: which, of course, has suffered little from the injuries of time, but all that was built on this foundation is destroyed. The situation is perfectly beautiful; the spectators

having a full view of the Bay, with the island of Ortygia, and the rich plains through which the Anapus winds, it even now presents a most picturesque appearance. The white steps are nearly hid by bushes and flowery shrubs of various kinds, and the waters escaping from a reservoir above, come tumbling down the rocks in broken torrents.

Being somewhat tired with our walk, we postponed making further researches till the next day, when we again, at an early hour, landed at the usual place. Before we proceeded to explore the venerable remains of past ages, we determined to inspect the more modern edifices that adorn the present city. The first place that we proceeded to was an open area, or piazza, in which are the principal buildings of the city: the annexed plate will give the reader a tolerably correct idea of it. On the right is the Bishop's palace adjoining the cathedral, which I have before observed was built on the ruins of the Temple of Minerva. This view shews the elevation of the modern façade erected on the site of the old portico. History informs us, that on the summit of the ancient portico was suspended a shining buckler which could be seen at a vast distance. No sooner did the Syracusan mariner lose sight of this talisman, than he threw offerings of honey, flowers, and ashes into the sea to render Neptune and Minerva propitious to his voyage, and ensure his safe return. The modern front is perfectly incongruous with the rest of the building; it is of the Corinthian order, and highly ornamented with Colossal statues. The ascent to it

Cooper's Magazine, 1841



Grand Square, at Chancery
London. Pub. by T. Agnew, Fleet Street, 1841.

T. C. Smith engr.

